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McCloud River RR Gold Spike Special

Gold Spike Edition of

The Western Railroader

"For the Western Railfan"

McCloud River RR Gold Spike Special

JULY 2, 3, 4, 1955

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The Western Railroader

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Vol. 18, No. 9 — Issue 189

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No. 17, 2-8-2, westbound out of McCloud, blasts up the grade to the switchback while 14,000-foot Mt. Shasta looks down on the scene.

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By Francis A. Guido and Jack R. Wagner

The Western Railroader

"For the Western Railfan"

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EAST OF SHASTA

By JACK R. WAGNER

In the country east of Mount Shasta in Northern California, where the population is thin and the timber thick, there operates one of the smoothest running short line railroads in the West. Taking its name from the snow-fed McCloud River, the McCloud River Railroad connects a vast timber area with three major railroads: the Southern Pacific, Great Northern and the Western Pacific.

The McCloud River Railroad's western terminus and junction with the Southern Pacific is Mt. Shasta City. Leaving the town of Mt. Shasta the rails head east running along the very base of the great snow covered mountain, the fourth highest peak in the United States.

At Signal Butte (MP 10.9), the road descends to the mill and company town of McCloud via one of the few remaining switchbacks to be found in modern railroading.

From McCloud the rails continue east to Hambone where the Great Northern has built a 34 mile branch in from its main line. McCloud River Railroad trains operate over this stretch, under a trackage agreement, to Lookout where interchange is made with the Great Northern and the Western Pacific. Counting a brand new extension into Burney, which we will describe later, this gives the McCloud River Railroad about 130 miles of track to operate with some 98 miles directly owned by the company.

The town of McCloud is the headquarters for the railroad and here one finds the executive offices, shops, roundhouse, yards and all that goes to make up a busy railroad terminal. It is here that one gets the impression that the road is much larger than it actually is. This is probably due to the fact that everything is neat and business-like with activity going on at every turn.

The building which houses the station and operating offices of the railroad is rustically built of native wood which lends architectural authenticity to the scene, athough it does resemble a mountain lodge somewhat more than a railroad building. Inside, express men,

Nos. 26 and 19 doublehead a westbound log train through Hambone.

During the last days of the reign of steam No. 27 brings the Lookout train westbound past the Bartle water tank.

freight clerks and ticket sellers go about their work while from somewhere in the building the muted ticking of a Morse sounder can be heard. Through a door lettered "train men only" we can see the dispatcher sitting before a switchboard. By an occasional call to points along the line he keeps his system operating smoothly and safely.

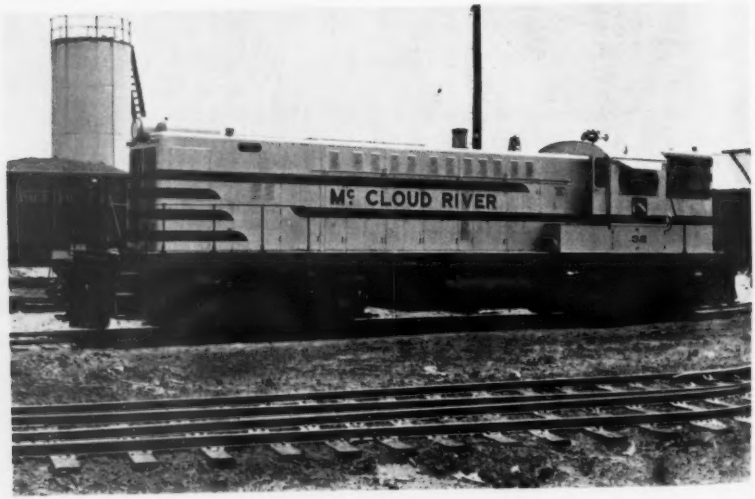
The McCloud River Railroad is a paradox and an optical illusion. It's large and yet it's small. You know full well that this is a short line, but the shops, yards and offices give it the appearance of a much larger road. You begin to feel that this was once one of the trunk lines that somehow or other has been compressed to fit into a miniature empire of its own. And when you look up and see the towering magnificence and brilliant whiteness of Mount Shasta, looking for all the world like an exaggerated backdrop, you begin to feel that the whole thing is unreal and somehow you have been reduced to Lilliputian proportions and the scene is the window of some department store and the time is Christmas. But this is only a passing thought. When a train of logs clatters past you put aside all visions of toy trains and department store displays and return to the realities of the present. The scale in miles may be small, but the operation here is fast moving, efficient and plenty big time.

Climbing the stairs to the second floor of the headquarters building we find ourselves standing in the reception room presided over by an attractive young lady behind a desk. After being announced, we are ushered into the office of Mr. Flake Willis, president and general manager of the McCloud River Railroad Company.

The room is large, thickly carpeted and furnished in exceedingly good taste. We could be on Wall Street in New York or high above Montgomery Street down in San Francisco. It takes a quick glance outside to the ever present view of Mt. Shasta to bring us back to McCloud. If, upon recovery, you are inclined to think it a little strange that such an attractive office should be so far off the beaten track you must remember you are calling on the president of the railroad and the executive offices of any railroad worth its salt should look the part.

Mr. Flake Willis, president of the McCloud River Railroad, talks railroading with ease and an air of authority that shows he is thoroughly familiar with the problems of other railroads in the

The first of the diesel-electric locomotives, No. 28, a Baldwin 1500 h.p. job, arrived in 1948. Shown here on the table at McCloud in 1955.



One of the newest locomotives is No. 32, Baldwin-Lima-Hamilton 1200 h.p., went into service in March, 1955.

country as well as his own. He speaks enthusiastically of the work of the American Short Line Railroad Association of which he is an active director.

Willis likes to tell how he began his railroading career in 1934 when at the age of 20 he was hired as station agent by the 72 mile Apache Railway in Arizona. Later he resigned to work for the A.T. & S.F. on the Albuquerque Division. He might still be with the Santa Fe if a personnel reduction hadn't forced him to seek back his old job of station agent with the Apache Railway. This time he stayed with the short line, eventually becoming traffic manager, general manager, vice-president, and a director. In 1952 Flake Willis became president of the McCloud River Railroad. Yes, Willis knows railroading—every inch of it—right down from that mahogany desk at McCloud to the spikes in his new ties on the Burney extension.

Our next stop is Roadmaster F. C. Zeigler's office, but we are informed he is out on the road some place and won't be in until late. This we can understand as he is the man who through personal contact with his men keeps the trains rolling and the rails smooth.

Although we chat easily with various McCloud employes, we find that the greatest source of local history is pioneer McCloud railroader and No. 1 Conductor, Charlie Haines.

Charlie is a genial sort with an appreciation for a good story and his years on the McCloud have given him plenty of material. But, his greatest interest, outside of the railroad, perhaps, is a little dog called Speck. Speck is a smart little fox terrier and (I hope she is still alive) certainly worth a few lines here. In fact if Mark Twain had been writing this it's almost certain he would have called the piece: "Charlie Haines and The Swearing Dog of McCloud."

Yes, Charlie's dog actually swears. Unbelievable as it may sound this curious fact is demonstrated when her master uses an oath to express his opinion. When this occurs, and it does frequently on a railroad, the little dog immediately joins in with a series of sharp, rapid barks that must indeed be profane in dog language. Throughout any other type of English, no matter how heated, she remains absolutely quiet. Recalling a few words of our own we found that it worked equally well with anyone who might care to match profanity with this raildog.

Speck has other and more commendable talents which come to

No. 25 with logging train in the woods near Whitehorse in 1938. .The tank car behind the engine is a fire car and the "auto" on top powers a water pump.

No. 17, 2-8-2, with helper engine cut in nine cars back, on the switchback near Signal Butte in 1946.

light when Charlie takes her car checking. Since this has become a matter of nightly recreation for the little terrier she knows the route by heart and if Charlie should miss a car or fail to take the right route Speck promptly informs him by means of a series of sharp barks which may or may not be obscene. And so to any collector of raildog stories, I submit Speck, the swearing dog of McCloud.

The history of the McCloud River Railroad is to a great extent the history of the lumbering activity in the region because the two industries grew up together. In fact when the railroad first started back in 1897 it was merely another logging road. In those days the mill was located farther west at Upton. Eventually as the logging operations advanced the lumberjacks found themselves well on the eastern side of Mount Shasta. Since Upton was left behind and the greatest activity, by far, lay ahead it was decided to move the entire outfit, mill and all, east of Shasta. This was the beginning of the town of McCloud.

The entire output of the new mill at McCloud was shipped out by rail to Upton and what was once the site of the big mill was now merely the transfer point where the loads were turned over to the Southern Pacific. In 1906, when the lumber railroad built into Sisson (now known as Mount Shasta City), that point was made the junction point and little Upton faded off the map completely.

More rail construction was begun in 1907 when the rails moved into the forest east of McCloud. A steady stream of logs now rolled into town on this new line and after a brief lay-over departed on west bound trains as finished lumber. 1907 was also the year the little back woods railroad began to really grow up, for this was the year the first oil-burning locomotive appeared on the McCloud and almost at once wood-burners were a thing of the past. It was also in 1907 that the road became a common carrier and assumed its place as the McCloud River Railroad Company.

The Pacific Gas and Electric Company came to notice the McCloud River Railroad in 1922 and it was called upon to play an important part in the construction of the Pit No. 1 and Pit No. 3 power houses as well as the Pit No. 4 dam and diversion tunnels. During this activity all of the material and machinery was carried over the rails of the McCloud River Railroad.

From a point on the McCloud's main known as Bartle, the

Special train posed on the Mcloud wye in 1931 celebrating the connection with the Great Northern and Western Pacific railroads at Hambone.

The new steel bridge across Lake Britton.

railroad built a 5.3 mile spur and from the end of this spur the P.G.&E. built a private railroad to the power sites. Formally called the Mt. Shasta Corporation Construction Railroad in the power company's records it is still remembered locally as the Pit River Railroad. The line ran through the Cayton Valley and up the river to the Pit No. 1 power house site. Later a branch was extended 10 miles more to Pit No. 3 and later still further to Pit No. 4. Although long since abandoned, the rotting ties can still be seen from U.S. Highway 299.

Additional railroad construction came in 1931 when the Great Northern connected with the Western Pacific up in the McCloud country. At this time an extension was put through which allowed the McCloud River Railroad to connect with these two railroads. Upon completion of this connecting link a huge celebration was held —complete with special trains to "end o' track," which in this case was the juntcion of the railroads. Here a committee of dignitaries commemorated the Great Northern's long heralded entry into California. But that accomplishment of high finance and engineering didn't impress the local delegates nearly as much as the fact that the McCloud River Railroad had connected with *both* of the larger roads. This now gave the McCloud railroad direct interchange with three major lines . . . the Southern Pacific at Mt. Shasta, at the western end of the line, and the Great Northern and Western Pacific at its eastern end. Truly something for a short line to celebrate.

But even as this is being written an even larger celebration is being planned on the McCloud River Railroad. This time the occasion will be the completion of a 32 mile, million and a half dollar extension into Burney, Shasta County.

The new Burney extension leaves the McCloud River Railroad at Bear Flat, a junction point on the main line, between Pondosa and Bartle. For ten miles, between Bear Flat and Ditch Creek, the new lines uses a rebuilt logging spur acquired from the McCloud Lumber Company. At Ditch Creek 22 miles of brand new railroad actually begins, using in some places the old P.G.&E. "Pit River Railroad" roadbed.

Grading began in the spring of 1954 and rail laying was under way by August. Later that month track reached the Cayton Valley and before the first of November revenue freight was originating from this point.

Laying track on the new Burney Extension . . .

. . . through a large diatomaceous earth cut.

Not far beyond Cayton Valley the railroad crosses Lake Britton on a seven-span deck girder bridge. Although the early winter snows halted the graders on the opposite bank, the steel work on the bridge itself continued throughout the winter. Early in December tragedy touched the Lake Britton job. The main span had just been placed in position when suddenly without warning it plunged into the icy water of the lake, carrying a workman to his death.

The $300,000 steel bridge was finally completed without further incident and the track work was resumed at the first sign of spring.

Directly responsible for the new railroad is the fact that the McCloud Lumber Company recently purchased a tract in the Burney Basin containing one-and-a-half-billion board feet of timber. This stand, acquired from the Fruit Growers' Supply Company, is expected to last for 20 to 25 years. In addition there is a total of five to six billion board feet available in the area that will eventually be logged; so it is reasonable to expect to see the McCloud River Railroad hauling logs to McCloud for the next 50 years anyway. With this amount of tonnage, along with the output of the mills in the Burney area, it is little wonder that the front office experts fully expect the construction costs of the new road to be repaid within thirty years out of revenue originating in the Burney area.

As you can see the Burney extension is by no means a temporary piece of track designed to exploit the area and be written off. Actually the roadbed is solidly constructed with creosoted ties and good 85 and 90 pound relay rail from the Fruit Growers' Supply Company Camp Harvey logging road and the Santa Fe. Ballast is the familiar crushed red lava used the McCloud River Railroad and other railroads in the Mount Shasta area.

From Burney a five or six mile spur will serve the Scott Lumber Company's mill. The Scott people are old customers of the McCloud River Railroad, having several logging spurs connecting elsewhere with the McCloud River Railroad.

The new Burney line is to be officially opened on July 3, 1955, with appropriate golden spike ceremonies at Burney. The first train ever to visit Burney will bring many people interested in seeing this event. Visitors are planning to come from the San Francisco Bay Area, Seattle, Portland, Los Angeles, San Diego, and a dozen other places.

McCloud depot after storm in 1952.

Five locomotives shoving a Russell plow through the snow in 1914.

Railfans, officials, newspaper men and photographers will all be there. A special train will run from the Bay Area to Burney with several hundred passengers all eager to witness the completion of the first major railroad extension to be built in Northern California by private capital in the past 25 years.

At the present time passengers are carried by company operated buses and LCL freight, mail and express are hauled by company trucks, but there was a time when the railroad was the only dependable method of entering this wild country. Passenger traffic was then a regular and an important part of the McCloud schedule, but there's no need to go into the old story of automobiles and better roads at this time. Suffice it to say that during he period of transition the rails became more accustomed to the rattle of the freight car than the muffled click of the passenger coach. Occasionally a special train with William Randolph Hearst and a party of celebrities would come in on the McCloud River Railroad bound for the Hearst Estate at Wyntoon.

Perhaps the last bid for passenger revenue came in 1930 when, following the example of other railroads throughout the country, the Southern Pacific and the McCloud River Railroad organized a ski trip into the Shasta snow fields. The skiers arrived at Mount Shasta City aboard the S.P. all right, but the good people of that town met the special and offered to personally show their guests around in automobiles. It must have been a great blow for the McCloud's management when their ski special left Mount Shasta City with only two passengers aboard. One of these was a railroad man deadheading back to McCloud and the other we'll wager was a railfan. Ever since that fateful day the McCloud River Railroad has devoted its rails to FREIGHT SERVICE ONLY.

But as a freight line it's not doing half bad and boasts a rather impressive roster of rolling stock . . . and with 14 locomomtives (8 steam, 6 Diesel), 305 company owned cars and 98 miles of track things can get pretty busy. As a concrete example of how busy things can get here are the ton-miles figures for five years:

1950 — 20,690,000
1951 — 23,154,000
1952 — 14,524,000

It took a lot of power, man and steam . . .

. . . to clear the track during the winter of 1937-38.

1953 — 17,853,000
1954 — 22,864,000

These figures are, of course, without the Burney extension which should add much additional tonnage in the years to come.

The esprit de corps is high among the McCloud employes and their sense of pride is admirable. Stories of smash-ups and derailments are hard to find because the railroaders seem to feel that the publishing of such a yarn would be bad publicity for the line and perhaps reflect upon their integrity as railroad men. Even pictures of old equipment were reluctantly loaned because it was feared that people would receive the impression that the railroad was still operating antiquated equipment.

There was one mishap, however, they are still talking about on the McCloud—that's the big snow of 1937-38. You can still hear hear stories of that eventful winter told in various versions from the president's office down to the pits in the roundhouse, but regardless of where you hear it you will gather that it was quite a blow. Former President P. N. Myers was superintendent then and he and Charlie Haines were out on the line in the thick of it, so this is their version:

If you wish to consult the weather bureau records for the winter of 1937-38 you'll find that it was an extra tough one all over California. It rained for weeks with hardly a let-up. Creeks and rivers that for years had carried little more than a trickle suddenly became raging torrents. Floods were frequent in the low lands, but up in the mountains this cycle of bad weather brought snow, snow and more snow! The McCloud River trains tried valiantly to keep the line open, but it seemed as fast as the snow plows could clear the track old man winter was right behind to cover them up again.

The railroad didn't own a rotary plow as all previous snows had been managed with their Russell plows. (The Russell plow is perhaps the best known of all push plows. It was first used on the Intercolonial Railway of Canada in 1885. The plow itself resembles the bow of a ship and, as the name implies, the operation consists mainly of PUSH. Bucking snow with these plows is no job for a cautious person. Since brute force, in the form of two, four or even more locomotives is the driving power behind a push plow, it requires a great deal of experience and no little daring to hit a bank of snow at just the right speed.) Plowing snow with any type of

It took a lot of power, man and steam . . .

. . . to clear the track during the winter of 1937-38.

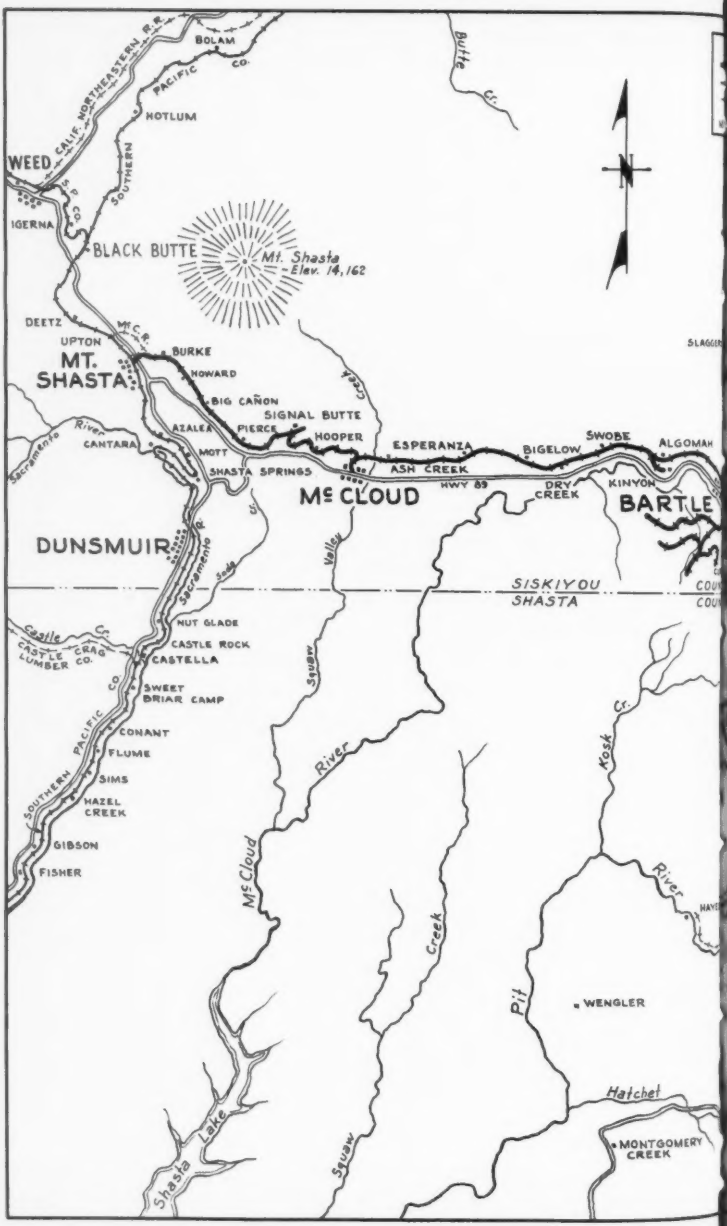
plow is dangerous business at best, however the road had to be kept open or McCloud would be completely snowed in from all sides.

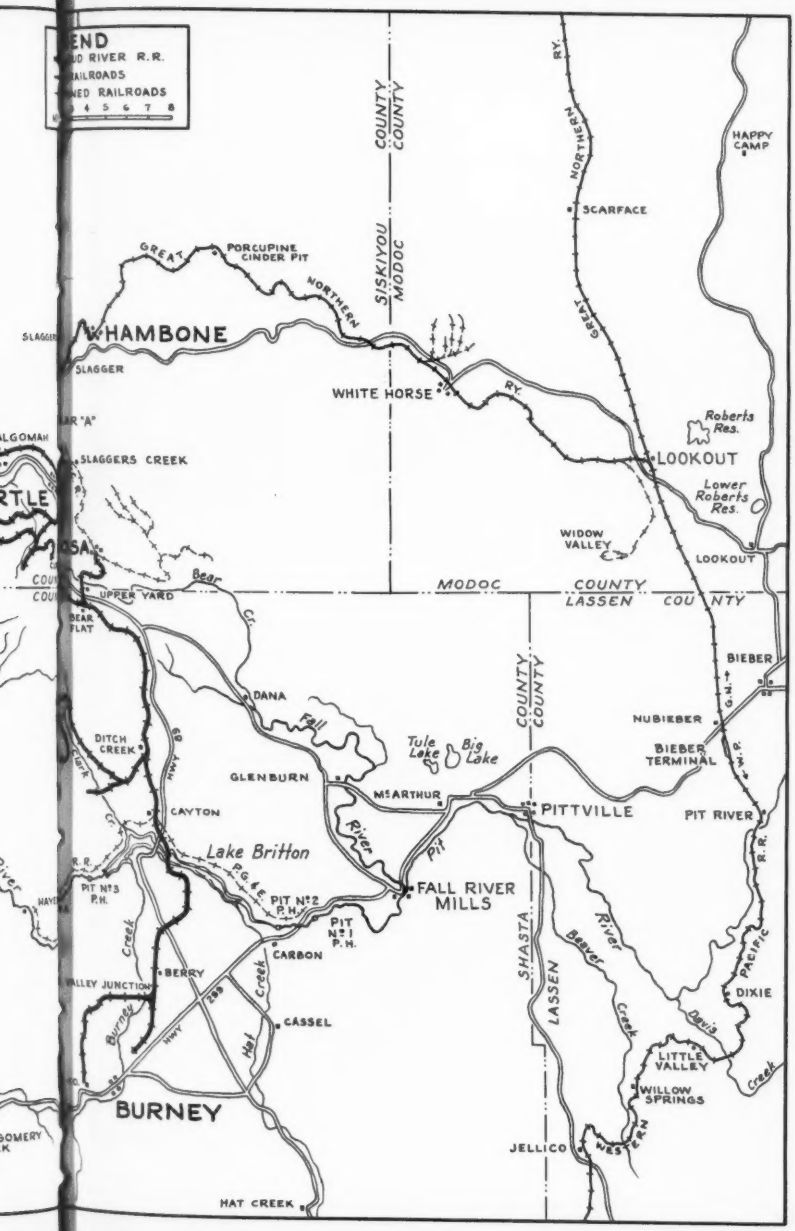
It was under these conditions that the regular east bound train left McCloud. "East bound freight cleared McCloud yards" was the message that went out on the wires and the dispatcher sat back to wait. North McCloud, Ash Creek Junction and Esperanza were passed without incident. So far so good. But then came delay. At first the dispatcher wrote "late" after the train number, but then as time wore on "late" became "unreported." Frantically he called every little way station and section house that had a wire, but the train could not be located. Somewhere out in that vast wilderness of white an entire train and its crew were hopelessly stranded.

Aboard the lost train the situation was getting desperate. Their only chance to reach civilization was to keep going the way their snow plow pointed . . . straight ahead! The two locomotives would repeatedly run at the blockade of snow that lay between them and safety and each time the blow sent a crashing shiver through the entire train as the 13 foot plow futilely tried to batter the 18 foot snowfall. To make matters worse the oil and water were getting low in the engines. In a last desperate attempt to keep up a fire wood was cut from th trees sticking up through the snow and the oil-burners tried their best to operate on the wet wood. For water snow was shoveled into the tanks to be melted by live steam. It was a losing battle. The steam pressure was going down and the danger of freezing to death now seemed unbelievably close.

In the meantime Superintendent Myers, a doctor and a party of men were battling the storm with three locomotives and another Russell plow. Time after time the three engines would rush headlong into that wall of snow only to make a minor indentation then reverse, back up and repeat the process. Their goal was measured in miles, but their progress could be measured only in feet. It was during this necessarily rough handling of equipment that one of their number lost his life when he was thrown under the grinding wheels of the train.

Finally they reached the stricken train, but they were hardly in a position to act as a rescue party. The snow had piled up behind them and return was impossible. The rescued and the rescuers now found themselves in exactly the same predicament. Together they made


WEED
CALIF. NORTHEASTERN R.R.
BOLAM
PACIFIC CO.
HOTLUM
SOUTHERN
IGERNA
BLACK BUTTE
Mt. Shasta
Elev. 14,162
Butte Cr.
DEETZ
UPTON
MT. SHASTA
BURKE
HOWARD
BIG CAÑON
SIGNAL BUTTE
AZALEA
PIERCE
HOOPER
ESPERANZA
BIGELOW
SWOBE
ALGOMAH
CANTARA
MOTT
SHASTA SPRINGS
ASH CREEK
HWY 89
DRY CREEK
KINYON
McCLOUD
BARTLE
DUNSMUIR
Sacramento River
Sacramento R.
Soda Cr.
Valley
SISKIYOU
SHASTA
NUT GLADE
Castle Cr.
CASTLE CRAG LUMBER CO.
CASTLE ROCK
CASTELLA
SWEET BRIAR CAMP
CONANT
FLUME
SIMS
HAZEL CREEK
GIBSON
FISHER
Shasta River
Kosk Cr.
McCloud River
Pit River
WENGLER
Hatchet
MONTGOMERY CREEK
Shasta Lake


END
RIVER R.R.
RAILROADS
NED RAILROADS
4 5 6 7 8
SISKIYOU COUNTY
MODOC COUNTY
NORTHERN RY.
GREAT NORTHERN
HAPPY CAMP
SCARFACE
GREAT NORTHERN
PORCUPINE CINDER PIT
WHAMBONE
SLAGGER
WHITE HORSE
RY.
Roberts Res.
LOOKOUT
Lower Roberts Res.
WIDOW VALLEY
LOOKOUT
SLAGGERS CREEK
MODOC COUNTY
LASSEN COUNTY
Bear Cr.
UPPER YARD
BEAR FLAT
BIEBER
DANA
Fall
COUNTY
COUNTY
NUBIEBER
DITCH CREEK
Tule Lake
Big Lake
BIEBER TERMINAL
GLENBURN
McARTHUR
PITTVILLE
PIT RIVER
CAYTON
Pit River
Lake Britton
P.G.&E.
PIT No 3 P.H.
PIT No 2 P.H.
PIT No 1 P.H.
FALL RIVER MILLS
Burney Creek
CARBON
SHASTA
LASSEN
Beaver Creek
PACIFIC
BERRY
DIXIE
Hat Creek
CASSEL
Davis Creek
LITTLE VALLEY
WILLOW SPRINGS
BURNEY
JELLICO
WESTERN
HAT CREEK

One of the road's inspection cars.

No. 52, Caterpillar powered motor car, used to transport loggers to and from the woods, at Pondosa in 1941.

their way to a section house where a track worker and his family stayed, and here, under 18 feet of snow, fifty stranded railroad men and a Mexican family lived on tortillas and what little else they could scrape up to keep alive.

It was five days later when another snow plow, with every remaining locomotive the road owned behind it, came through the snow and brought the snowbound crews back to McCloud.

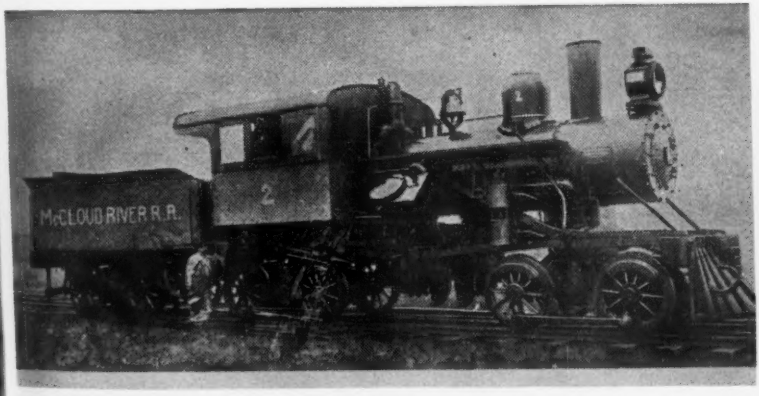
No, it'll be some time before the boys on the McCloud River Railroad forget the big snow of 1937-38, the winter that tied the road up so completely that every locomotive on the line and every available man was drafted into a gigantic battle with the elements.

No. 21 sports a crowded situation just ahead of the stack.

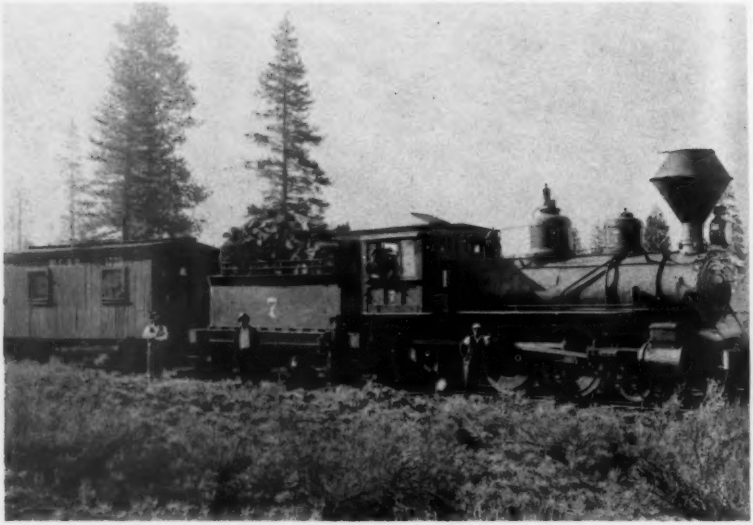
Before the days of the railroad logs were brought into the mill by mule teams . . .

. . . or by steam tractor. The McCloud River Lumber Co. operated nine of these machines successfully.

No. 1 at Upton in 1899. This engine was later renumbered to No. 12.

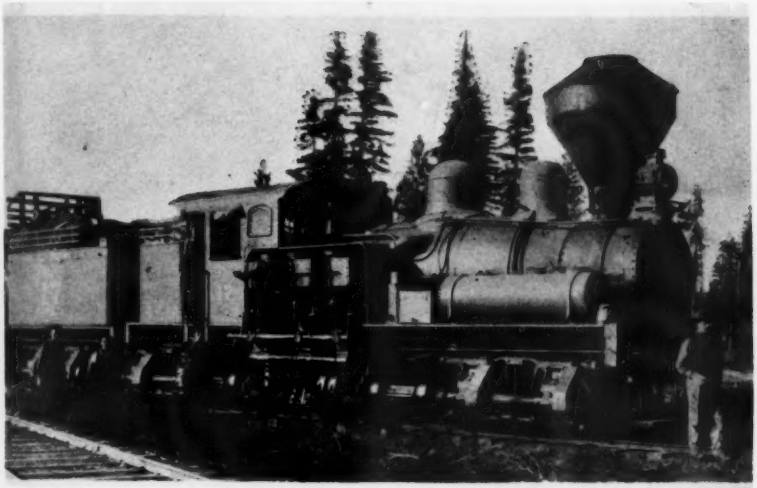


The railroad operated two of these Heisler geared locomotives.



No. 7, the road's lone ten-wheeler.

No. 7 on work train tearing up logging spur 35 miles east of McCloud in 1914.



The first Nos. 16 and 17 were 90-ton shay geared locomotives.

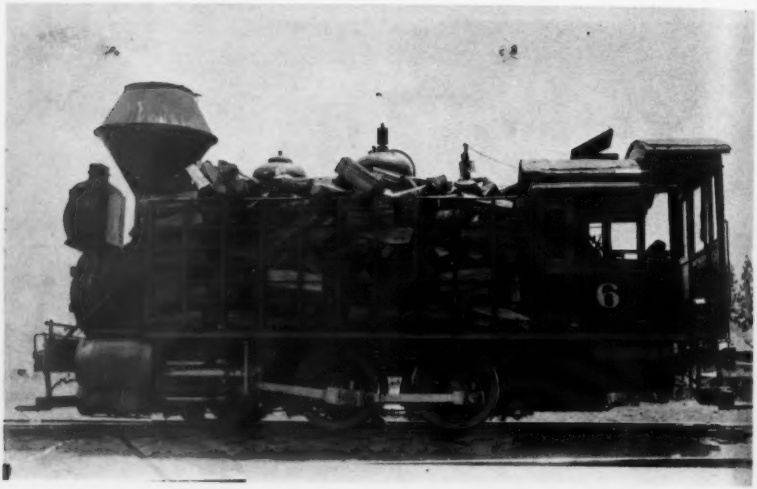
No. 17, shay, on logging train at Camp 5.

Loading logs in the early days at Camp 4.

No. 8 with log train in the woods.

No. 6, "The McCloud River Wonder," at McCloud in 1900. This locomotive was later broken up into two separate engines, each an 0-6-0T. Both sections were Vauclain compounds.

No. 6 comes to grief on the hill to Mt. Shasta in 1900.



W. C. Whittaker

No. 6 after separation from its twin.

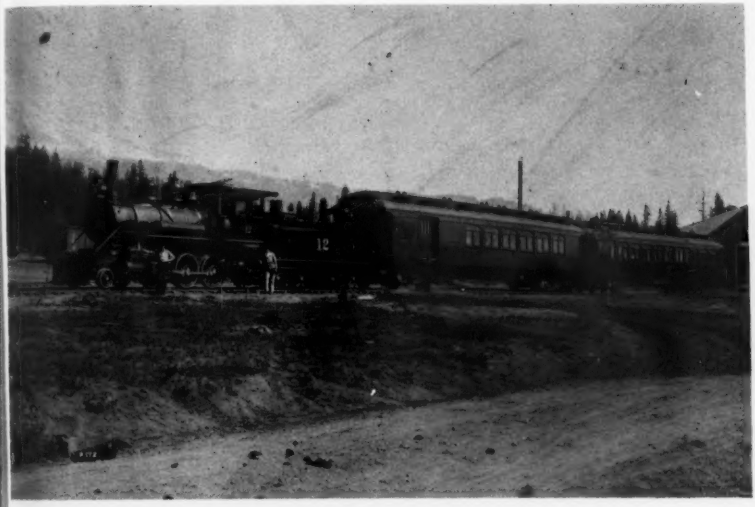
No. 6 with train of sugar pine logs at Upton in 1906.

No. 5 involved in a pileup at Ash Creek in 1905.

No. 5 poses with some of Bartle's leading citizens in 1908.

No. 12 with the Mt. Sasta passenger at McCloud in 1907.

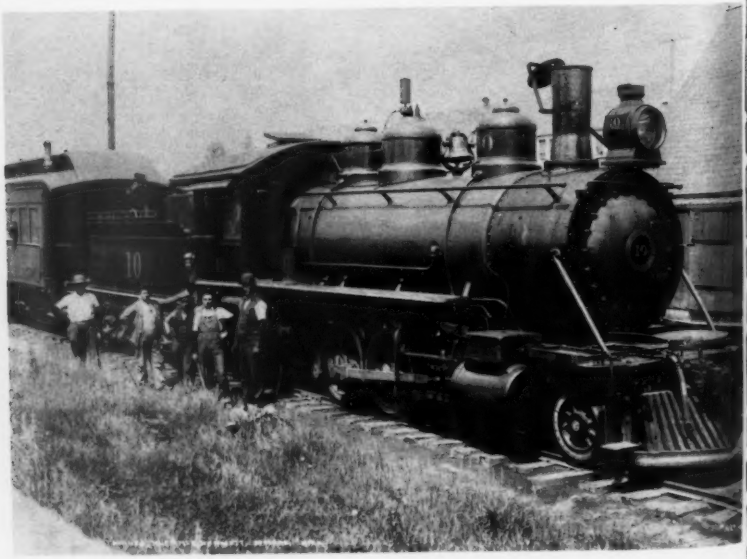
The daily passenger train from Mt. Shasta arrives in McCloud headed by No. 12 in 1912.



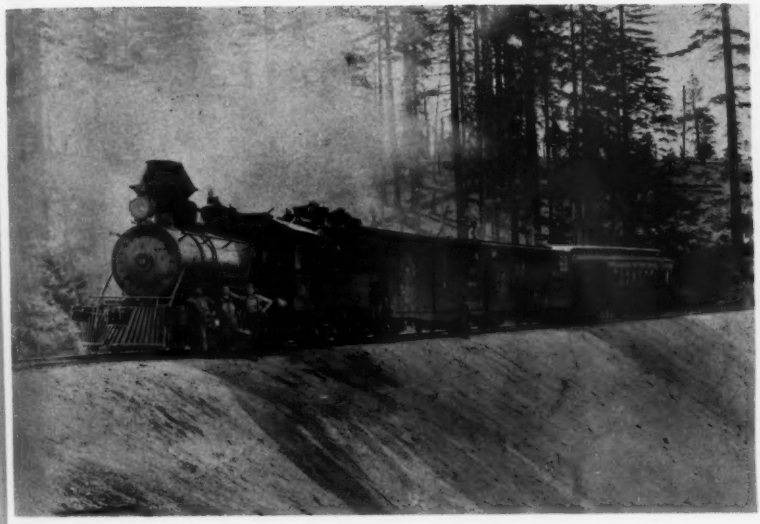
No. 12 with the road's crack passenger train at McCloud in 1914.

No. 100 was the ultimate in passenger equipment on the McCloud River Railroad.

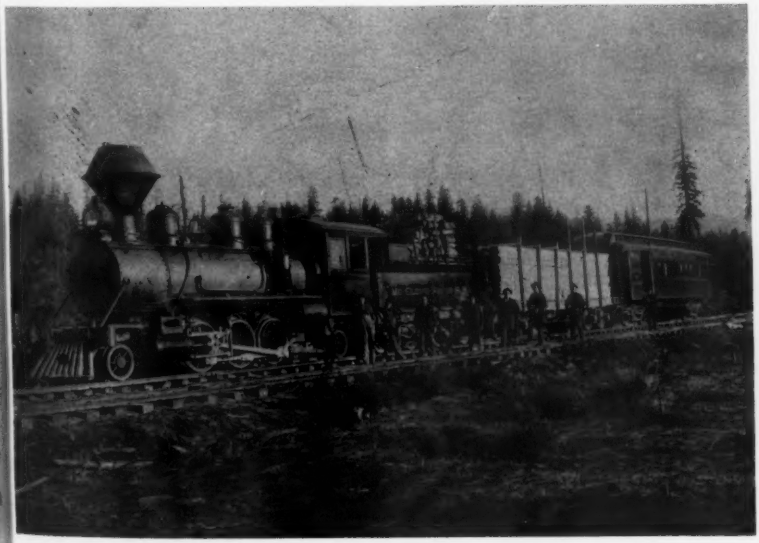
No. 8 on a Fourth of July picnic special about 1907.



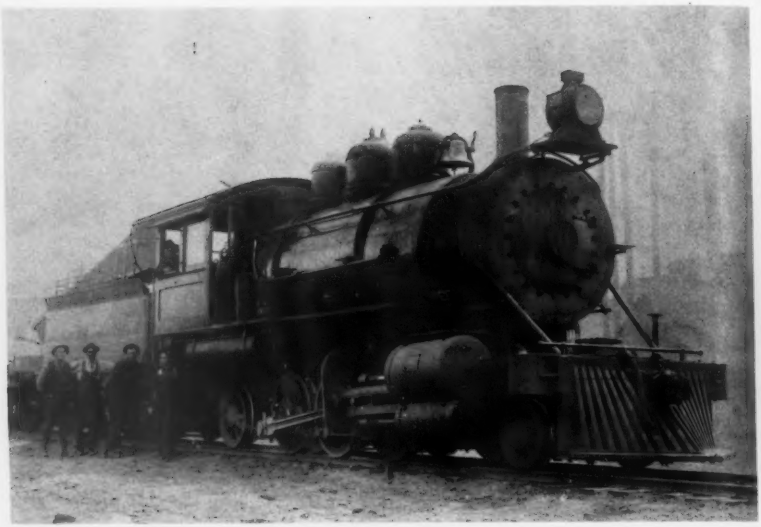
No. 10 with car 01 at McCloud in 1915.



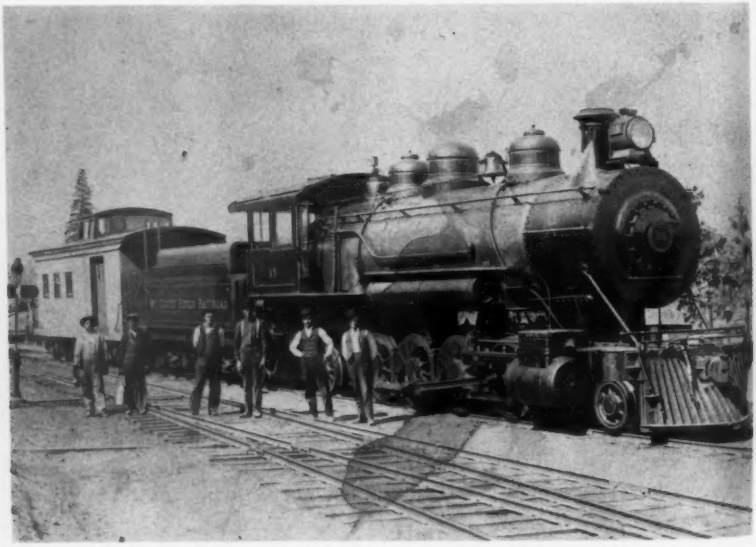
No. 9 with mixed train on the Big Canon fill in 1907.



No. 4 with mixed train between McCloud and Sisson (Mt. Shasta) in 1908.



No. 11 was the third and last of the Vauclain compounds, shown here at McCloud in 1909.



No. 15 with caboose "Shasta" in the McCloud yard in 1917.

No. 14 on a no longer existent trestle east of Bartle about 1923.

No. 19 was nicknamed "Pedro" because of previous service in Mexico where she picked up bullet marks on her boiler during a revolution.

Roster of Locomotives
McCLOUD RIVER RAILROAD

STEAM LOCOMOTIVES

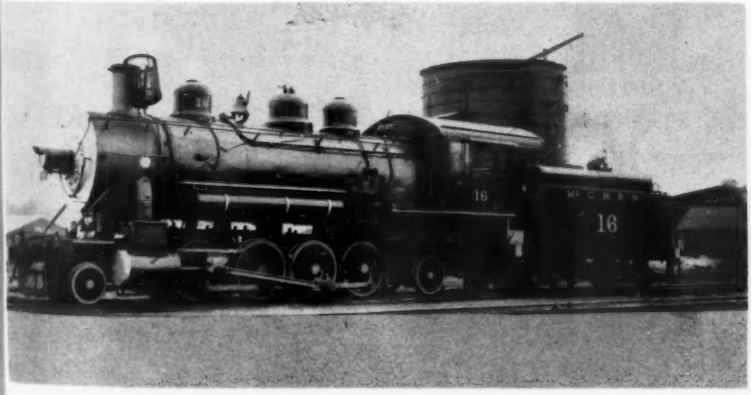
No.	Type	Drv.	Cyls.	BP	TF	Wgt.	Builder, Date, Shop No.
1	2-6-0	50	16x24	140	14,600	78,000	Baldwin, 1891 - 11627
	Orig. California Ry. No. 2; Renumbered to No. 12						
2	Heisler 3T	40	18x15	170	24,000	140,000	Stearns, 1897
	Disposition unrecorded.						
3	Heisler 3T	40	18x15	170	24,000	140,000	Stearns, 1897
	Disposition unrecorded.						
4	2-6-2	44	16x24	160	19,000	96,000	Baldwin, 1898 - 16239
	Scrapped 1939						
5	0-6-0T	40	11½-19x30	200	17,750	75,000	Baldwin, 1900 - 17684
	Sold to Lystul-Lawson Logging Co. No. 5						
6	0-6-0T	40	11½-19x30	200	17,750	75,000	Baldwin, 1900 - 17685
	Sold to Atkinson Construction Co. No. 6. Engines 5 and 6 were built as a single 0-6-6-0T double ender numbered 6. They were later separated and used as two engines.						
7	4-6-0						
	Sold; later used on Hetch Hetchy RR.						
8	2-6-2	44	16x24	160	19,000	107,000	Baldwin, 1901 - 18595
	Sold to Amador Central RR No. 7, 1939						
9	2-6-2	44	16x24	160	19,000	107,000	Baldwin, 1901 - 18596
	Sold to Yreka Western No. 9, Amador Central No. 9, Nezperce & Idaho No. 9						
10	2-6-2	44	16x24	180	21,330	107,000	Baldwin, 1901 - 18674
	Sold to Yreka RR No. 10; scrapped						
11	2-6-2	44	13-22x24	200	21,240	147,000	Baldwin, 1904 - 23875
	Sold to Alaska Junk Co.; scrapped 1939						
12	2-6-0	50	16x24	140	14,600	78,000	Baldwin, 1891 - 11627
	Renumbered from No. 1; scrapped 1932						
14	2-8-2	48	20x28	180	35,700	179,000	Baldwin, 1907 - 30850
	Scrapped						
15	2-8-2	48	20x28	180	35,700	179,000	Baldwin, 1907 - 30851
	Scrapped						
16	Shay 3T	36	14½x15	200	40,450	180,000	Lima, 1911 - 2401
	Sold to Fruit Growers Supply Co. (Lassen) No. 4, 1924						
16	2-8-2	48	20½x28	170	35,500	176,000	Baldwin, 1913 - 39394
	Ex Silver Falls Timber Co. No. 101						
17	Shay 3T	36	14½x15	200	40,450	180,000	Lima, 1911 - 2402
	Sold to Fruit Growers Supply Co. (Lassen) No. 5, 1924						
17	2-8-2	48	20½x28	170	35,400	179,700	Baldwin, 1916 - 42912
	Ex Pac. Portland Cement Co. Consolidated (Flint) No. 102, pur. 1942, scrapped						

18	2-8-2	48	20x28	180	35,700	178,400	Baldwin, 1914 - 41709
19	2-8-2	48	20x28	180	35,700	178,400	Baldwin, 1915 - 42000
		Sold to Yreka Western No. 19, 1954					
20	2-6-2	46	17x24	185	23,700	132,000	Baldwin, 1924 - 57617
21	2-6-2	46	17x24	185	23,700	132,000	Baldwin, 1924 - 57618
22	2-6-2	46	17x24	185	23,700	130,000	Schen., 1925 - 66316
23	2-6-2	46	17x24	185	23,700	130,000	Schen., 1925 - 66317
		Sold to Arcata & Mad River RR No. 11, 1953					
24	2-6-2	46	19x24	180	28,800	144,000	Schen., 1925 - 66434
25	2-6-2	46	19x24	180	28,800	144,000	Schen., 1925 - 66435
26	2-8-2	48	20x28	180	35,700	195,000	Brooks, 1915 - 55492
		Ex Copper River & Northwestern No. 72, purchased 1938					
27	2-8-2	48	20x28	180	35,700	195,000	Brooks, 1917 - 57291
		Ex Copper River & Northwestern No. 73, purchased 1938, scrapped					

DIESEL - ELECTRIC LOCOMOTIVES

28	C-C	1500 h.p.	Baldwin, September, 1948 - 73653
29	C-C	1500 h.p.	Baldwin, July, 1950 - 74812
30	B-B	1200 h.p.	Baldwin-Lima-Hamilton, October, 1953 - 75912
31	B-B	800 h.p.	Baldwin-Lima-Hamilton, October, 1953 - 75913
32	B-B	1200 h.p.	Baldwin-Lima-Hamilton, March, 1955 - 76024
33	B-B	1200 h.p.	Baldwin-Lima-Hamilton, May, 1955 - 76105

Compiled through combined efforts of G. M. Best, D. S. Richter and
C. S. Hogan, Master Mechanic, McCloud River RR



No. 16 was purchased from the Silver Falls Timber Co. in the thirties.

ACKNOWLEDGMENTS

The story "East of Shasta" was written by Jack R. Wagner, well known writer of articles on railroading. It is actually an excerpt from his new book "Short Line Junction" soon to be published, and was released especially for the "Gold Spike" edition of The Western Railroader by the Academy Library Guild, Fresno, Calif.

Work in compiling rosters is never-ending and the efforts of G. M. Best, D. S. Richter and C. S. Hogan have been combined in this publication.

Credit for photographs used in this issue is given to the following: McCloud River Railroad Co.; Miller Photo Co., Klamath Falls, Oregon; J. H. Eastman, Sisson (Mt. Shasta), California; Tecrasilk Photographs; Philip C. Johnson; C. M. Haines; John Carrick; and last but not least to Erich Thomsen for many hours of work in detailing a map of the entire railroad's lines.

FRANCIS A. GUIDO, Publisher
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